

[4910-13-U]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [63 FR 395 No. 2 **01/05/99**]

[Docket No. 96-CE-54-AD; Amendment 39-10821; AD 98-08-25 R1]

RIN 2120-AA64

Airworthiness Directives; Twin Commander Aircraft Corporation 500, 680, 690, and 695 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; **confirmation of effective date.**

SUMMARY: This action confirms the effective date of Airworthiness Directive (AD) 98-08-25 R1, which applies to certain Twin Commander Aircraft Corporation (Twin Commander) 500, 680, 690, and 695 series airplanes. AD 98-08-25 R1 requires replacing the nose landing gear (NLG) drag link bolt with an approved heat-treated bolt that has the manufacturer's serial number, manufacture date, and the last three digits of the drawing number (055) on the bolt head; and changing the bolt part number (P/N) to be installed on Models 690D and 695A from P/N ED10055 to P/N 750076-1. This AD was the result of the FAA inadvertently transposing the serial numbers of the 4 affected Model 695A airplanes. The actions specified in this AD are intended to prevent the NLG from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations.

EFFECTIVE DATE: January 5, 1999.

FOR FURTHER INFORMATION CONTACT: Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056; telephone: (206) 227-2595; facsimile: (206) 227-1181.

SUPPLEMENTARY INFORMATION: The FAA published this direct final rule with request for comments in the **Federal Register** on October 9, 1998 (63 FR 54347). The FAA uses the direct final rulemaking procedure for a non-controversial rule where the FAA anticipates that there will be no adverse public comment. This direct final rule advised the public that no adverse comments were anticipated, and that unless a written adverse comment, or a written notice of intent to submit such an adverse comment, was received within the comment period, the regulation would become effective on January 5, 1999. No adverse comments were received, and thus this notice confirms that this final rule becomes effective on that date.

[4910-13-U]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39 [63 FR 54347 No. 196 **10/06/98**]

[Docket No. 96-CE-54-AD; Amendment 39-10821; AD 98-08-25 R1]

RIN 2120-AA64

Airworthiness Directives; Twin Commander Aircraft Corporation 500, 680, 690, and 695 Series Airplanes

AGENCY: Federal Aviation Administration, DOT.

ACTION: Direct final rule; **request for comments**.

**SUMMARY:** This amendment revises Airworthiness Directive (AD) 98-08-25, which currently requires replacing the nose landing gear (NLG) drag link bolt with an approved heat-treated bolt that has the manufacturer's serial number, manufacture date, and the last three digits of the drawing number (055) on the bolt head on certain Twin Commander Aircraft Corporation (Twin Commander) 500, 680, 690, and 695 series airplanes; and changing the bolt part number (P/N) to be installed on Models 690D and 695A from P/N ED10055 to P/N 750076-1. The FAA inadvertently transposed the serial numbers of the 4 affected Model 695A airplanes. This AD retains the same actions of AD 98-08-25, and corrects the serial numbers of these 4 airplanes. Three of the four airplanes are not on the U.S. Register and the other one is already in compliance with the actions of AD 98-08-25. The actions specified in this AD are intended to continue to prevent the NLG from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations.

**DATES:** Effective January 5, 1999.

The incorporation by reference of certain publications listed in the regulations was previously approved by the Director of the Federal Register as of May 18, 1998 (63 FR 19387, April 20, 1998).

Comments for inclusion in the Rules Docket must be received on or before December 14, 1998.

**ADDRESSES:** Submit comments in triplicate to the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 96-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Service information that applies to this AD may be obtained from the Twin Commander Aircraft Corporation, 19010 59th Drive NE, Arlington, Washington 98223-7832; telephone: (360) 435-9797; facsimile: (360) 435-1112. This information may also be examined at the Federal Aviation Administration (FAA), Central Region, Office of the Regional Counsel, Attention: Rules Docket No. 96-CE-54-AD, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106; or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

**FOR FURTHER INFORMATION CONTACT:** Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056; telephone: (206) 227-2595; facsimile: (206) 227-1181.

**SUPPLEMENTARY INFORMATION:**

**Discussion**

On April 9, 1998, the FAA issued AD 98-08-25, Amendment 39-10474 (63 FR 19387, April 20, 1998), which applies to certain Twin Commander 500, 680, 690, and 695 series airplanes. AD 98-08-25 currently requires replacing the NLG drag link bolt with an approved heat-treated bolt that has the manufacturer's serial number, manufacture date, and the last three digits of the drawing number (055) on the bolt head on all of the affected airplanes; and changing the bolt part number (P/N) to be installed from P/N ED10055 to P/N 750076-1, on Models 690D and 695A airplanes. Accomplishment of the actions of AD 98-08-25 are required in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996.

The actions specified by AD 98-08-25 are intended to prevent the nose landing gear (NLG) from collapsing because of failure of a drag link bolt, which could result in loss of control of the airplane during landing operations.

AD 98-08-25 was the result of the FAA's determination that a defective lot of drag link bolts used in the NLG was manufactured and distributed to the field.

**Events Leading to the Issuance of This AD**

Since AD 98-08-25 became effective, the FAA has realized that it inadvertently transposed the serial numbers of the 4 affected Model 695A airplanes. In particular, the AD currently contains Model 695A airplanes, serial numbers 69010, 69041, 69056, and 69061. The affected serial numbers should be 96010, 96041, 96056, and 96061.

Three of the four airplanes are not on the U.S. Register and the other one is already in compliance with the actions of AD 98-08-25.

#### **The FAA's Determination**

After examining all information related to the subject described above, the FAA has determined that additional AD action should be taken to:

- Correct the serial numbers of the Model 695A airplanes; and
- Continue to prevent the NLG from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations.

#### **Explanation of the Provisions of This AD**

Since an unsafe condition has been identified that is likely to exist or develop in other Twin Commander 500, 680, 690, and 695 series airplanes of the same type design registered in the United States, the FAA is issuing an AD to revise AD 98-08-25. This AD retains the same actions of AD 98-08-25 for all of the affected airplanes, and corrects the serial numbers of the Model 695A airplanes.

Accomplishment of the actions of this AD is still required in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996.

#### **Cost Impact**

The FAA estimates that 54 airplanes in the U.S. registry will be affected by this AD, that it will take approximately 1 workhour per airplane to accomplish these actions, and that the average labor rate is approximately \$60 an hour. The manufacturer is providing parts and one hour labor free of charge. With this in mind, this AD imposes no cost impact upon the U.S. operators of the affected airplanes.

The only difference between this AD and AD 98-08-25 is the revision to the serial numbers of the Model 695A airplanes. Of these 4 airplanes, 3 are currently not on the U.S. registry and the other is already in compliance with the AD. Therefore, there is no cost impact of this AD over that already required by AD 98-08-25.

#### **The Direct Final Rule Procedure**

The FAA anticipates that this regulation will not result in adverse or negative comment and therefore is issuing it as a direct final rule. Since the actions have already been incorporated on the one Model 695A airplane that is on the U.S. registry, this AD revision will impose no additional actions upon U.S. operators of the affected airplanes. In accordance with Section 11.17 of the Federal Aviation Regulations (14 CFR 11.17) unless a written adverse or negative comment, or a written notice of intent to submit an adverse or negative comment, is received within the comment period, the regulation will become effective on the date specified above. After the close of the comment period, the FAA will publish a document in the Federal Register indicating that no adverse or negative comments were received and confirming the date on which the final rule will become effective. If the FAA does receive, within the comment period, a written adverse or negative comment, or written notice of intent to submit such a comment, a document withdrawing the direct final rule will be published in the Federal Register, and a notice of proposed rulemaking may be published with a new comment period.

#### **Comments Invited**

Although this action is in the form of a final rule and was not preceded by notice and an opportunity for public comment, comments are invited on this rule. Interested persons are invited to comment on this rule by submitting such written data, views, or arguments as they may desire. Communications shall identify the Rules Docket number and be submitted in triplicate to the address specified under the caption "ADDRESSES." All communications received on or before the closing date for comments will be considered, and this rule may be amended in light of the comments received. Factual information that supports the commenter's ideas and suggestions is extremely helpful in evaluating the effectiveness of the AD action and determining whether additional rulemaking action would be needed.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of the rule that might suggest a need to modify the rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report that summarizes each FAA-public contact concerned with the substance of this AD will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this rule must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket No. 96-CE-54-AD." The postcard will be date stamped and returned to the commenter.

#### **Regulatory Impact**

The regulations adopted herein will not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this final rule does not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

The FAA has determined that this regulation is noncontroversial and unlikely to result in adverse or negative comments. For reasons discussed in the preamble, I certify that this regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A final evaluation has been

prepared for this action and is contained in the Rules Docket. A copy of it may be obtained from the Rules Docket at the location provided under the caption "ADDRESSES."

**List of Subjects in 14 CFR Part 39**

Air transportation, Aircraft, Aviation safety, Incorporation by reference, Safety.

**Adoption of the Amendment**

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration amends part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

**PART 39 - AIRWORTHINESS DIRECTIVES**

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

**§ 39.13 [Amended]**

2. Section 39.13 is amended by removing Airworthiness Directive (AD) 98-08-25, Amendment 39-10474 (63 FR 19387, April 20, 1998), and adding a new AD to read as follows:

# AIRWORTHINESS DIRECTIVE



REGULATORY SUPPORT DIVISION  
P.O. BOX 26460  
OKLAHOMA CITY, OKLAHOMA 73125-0460

U.S. Department  
of Transportation  
**Federal Aviation  
Administration**

The following Airworthiness Directive issued by the Federal Aviation Administration in accordance with the provisions of Federal Aviation Regulations, Part 39, applies to an aircraft model of which our records indicate you may be the registered owner. Airworthiness Directives affect aviation safety and are regulations which require immediate attention. You are cautioned that no person may operate an aircraft to which an Airworthiness Directive applies, except in accordance with the requirements of the Airworthiness Directive (reference FAR Subpart 39.3).

**98-08-25 R1 TWIN COMMANDER AIRCRAFT CORPORATION:** Amendment 39-10821; Docket No. 96-CE-54-AD. Revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment 39-9650.

Applicability: The following model and serial number airplanes, certificated in any category:

<b>Models</b>	<b>Serial Numbers</b>
500S	3185, 3228, 3230, 3262, and 3291
500U	1765
680F	1195
681	6027
680V	1677
690	11035, 11053, 11068, and 11074
690A	11111, 11134, 11146, 11153, 11173, 11177, 11205, 11215, 11237, 11249, 11271, 11273, and 11282
690B	11360, 11382, 11409, 11424, 11451, 11455, 11463, 11491, 11513, 11521, 11535, 11536, 11539, and 11566
690C	11638, 11643, 11676, 11689, and 11719
690D	15041
695	95010, 95033, 95044, and 95066
695A	96010, 96041, 96056, and 96061

NOTE 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (g) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated below, unless already accomplished:

1. For all affected airplane models, except for Model 695A airplanes: Within 75 hours time-in-service (TIS) after May 18, 1998 (the effective date of AD 98-08-25).

2. For Model 695A airplanes: Within the next 75 hours TIS after the effective date of this AD.

To prevent the nose landing gear (NLG) from collapsing due to failure of a drag link bolt, which could result in loss of control of the airplane during landing operations, accomplish the following:

(a) For all airplane models, except for Models 690D and 695A, replace the NLG drag link bolt, part number (P/N) ED 10055, with a new bolt in accordance with the INSTRUCTIONS section of Twin Commander Service Bulletin (SB) 224, Revision C, dated July 25, 1996.

(b) For airplane Models 690D and 695A, replace the NLG drag link bolt (P/N ED 10055), with a new bolt (P/N 750076-1) in accordance with Twin Commander SB 224, Revision C, dated July 25, 1996.

(c) The new replacement bolt must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 055, on the bolt head for all but Models 690D and 695A. Models 690D and 695A bolts must be marked with the manufacturer's serial number, the date of manufacture, and the last three digits of the drawing number, 76-1, on the bolt head.

NOTE 2: Although not required by this AD, FAA highly recommends that the removed bolt (P/N ED 10055) be returned to Twin Commander for Rockwell Hardness testing.

(d) For all affected airplane models, except for Models 690D and 695A airplanes, compliance with Twin Commander SB 224, Revision A, dated April 24, 1996; or Twin Commander SB 224, Revision C, dated July 25, 1996, fulfills the applicable requirements of this AD. For the affected Models 690 and 695A airplanes, compliance must be in accordance with Twin Commander SB 224, Revision C, dated July 25, 1998.

(e) As of the effective date of this AD, no person shall install, on any affected airplane, a NLG drag link bolt that does not have the manufacturer's serial number, manufacture date, and the last three digits of the drawing number as specified in paragraph (c) of this AD.

(f) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(g) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, 1601 Lind Ave. SW, Renton, Washington, 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

NOTE 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained Seattle Aircraft Certification Office.

(h) The inspection and replacement required by this AD shall be done in accordance with Twin Commander Service Bulletin 224, Revision C, dated July 25, 1996. This incorporation by reference was previously approved by the Director of the Federal Register as of May 18, 1998 (63 FR 19387, April 20, 1998). Copies may be obtained from Twin Commander Aircraft Corporation, 19010 59th Drive NE, Arlington, Washington 98223-7832. Copies may be inspected at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri, or at the Office of the Federal Register, 800 North Capitol Street, NW, suite 700, Washington, DC.

(i) This amendment revises AD 98-08-25, Amendment 39-10474, which superseded AD 96-12-08, Amendment No. 39-9650.

(j) This amendment becomes effective on January 5, 1999.

**FOR FURTHER INFORMATION CONTACT:**

Jeffrey Morfitt, Aerospace Engineer, FAA, Seattle Aircraft Certification Office, 1601 Lind Ave. S.W., Renton, Washington, 98055-4056; telephone: (206) 227-2595; facsimile: (206) 227-1181.